

The Charlotte Journal.

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EDITOR AND PROPRIETOR.

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"Perpetual Vigilance is the Price of Liberty," for "Power is always Stealing from the Many to the Few."

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Internal Improvement.

Plank Roads.

As the system of Plank Roads is daily growing in public favor, and as we have vast districts of our country, particularly in the South and West, in which any other system of improved roads is as yet totally out of the question—we give the following extract on this subject from the report made by George Geddes, Esq., Civil Engineer, Fairmount, Onondago County, New York. On large plantations, where water or steam power is used, and where water is abundant, these roads would probably pay well, even where laid down for private plantation purposes. They would effectually do away with the "hub deep" condition of the roads on the rich alluvial lands in winter, and effect a saving of at least ninety per cent in the labor of transportation from the gin or sugar house to the landing.

Plank roads have recently been introduced into this country. According to the patent office report of January, 1843, they had their origin in Russia, and were introduced into Canada by Lord Sydenham, he being induced to try the experiment in consequence of the great cost, in the first instance of McAdamizing a road and the expenses of keeping it in repair.

The first road made of plank was near Toronto. Three miles nearest the city having been McAdamized, the plank road commenced at that distance from the city, and was extended some miles into the country. The plank road lasted eight years, requiring during that time merely nominal repairs. The McAdam road, in that time required an annual expenditure of 400 dollars a mile in repairs; amounting, in three years, to 3,600 dollars a mile, a sum more than sufficient to replank a road. When the plank road required a new covering, one half of the stone road was dug up, and flung on top of the other half, and a track of plank eight feet wide was laid down in the place occupied by the stone. It happened that I visited Toronto at the time the plank road was building, and the eight feet track was being put into the stone road. The plank first used were 16 feet long and three inches thick. They had worn out in the middle for a space about seven feet wide—the ends of the plank being entire. The middle of the road had settled by the weight of the teams and loads that had passed over it. The sills were sound enough to justify their use for another covering. I saw the eight feet track in use, and then expressed the opinion that, as the narrow road was so much more evenly pressed down by the loads than was the wide road, it would be firmer, and that if more than one eight feet track was demanded by the travel, it would be vastly better to lay two eight feet tracks, than one sixteen feet, not only because they would settle more evenly, but that the facilities for passing would be greatly increased. A road sixteen feet wide, experience proved, would be used in the middle. A wide road, going slowly along it, rendered it very difficult for a vehicle that was moving fast, upon over-taking the wide road to pass it. In making my report to the commissioners for the distribution of the stock of the Salina and Central Square Plank Road, at whose request I had visited Toronto, for the purpose of obtaining information upon this subject I proposed two eight feet tracks for their road, and made my estimate of the cost accordingly. A year later I again visited Toronto, and to my surprise long planks were entirely abandoned. The road, as it was extended into the country, being made of a single track, having a smooth earth road to turn out upon, alongside of the plank.

The result of these examinations was that we determined upon making a single track upon one side of the centre of the road, and whenever we had ordinary earth to grade twelve feet wide upon the other side of the centre. Over some light sand we laid two tracks, and in one instance, for a short distance, we laid sixteen feet road, owing to peculiar circumstances: so that we have a single plank track on one side of the road, and an earth road to turn out upon; and we have two tracks, four feet apart, of plank; and we have a wide plank road. The two separate tracks of plank are the most perfect road, and furnish the greatest facilities for teams to pass. The eight feet track is next in convenience, for it being on the side of the centre of the road that gives it to the loaded team that is going into town, (and the loading is chiefly going to town,) the unloaded team generally does all the turning out, while the loaded team travels on one side of the centre, and not in the middle of the road; while on the sixteen feet plank the traveller inclines to keep the centre, and the slow movements of the loaded team, in turning out, very generally drives a light team off the ends of the plank upon siding ground. When a team upon the single track is overtaken, it is much easier to pass it than when it is moving along the middle of the wide track; for the slow-going team is on one side of the centre, in the case of the narrow road, and there is a twelve feet earth road on the other side of the centre, for the fast-going team to pass upon. The only way to make the wide track so convenient for passing as the narrow is to grade an earth road, outside of the ends of the plank, and that would add to the cost, and make the road bed so wide that it would be difficult to drain it well.

It has been proposed to fasten a scantling upon the middle of a sixteen feet track, leaving occasional vacancies for teams to cross from one side to the other, as a means of causing the travel to pass, upon ends of the track. This remedy for the evils of a wide

single track, is expensive and objectionable from the inconvenience in crossing freely at any point.

Every view of the question results in this: that roads that are not greatly travelled require but a single eight feet track, save over very soft ground, and that roads that require more than one such track, should have two narrow tracks, in preference to one wide track. It is safe to say, that whenever two tracks are demanded, for the accommodation of travel, (unless the necessity grows out of the fact that the earth is very unsuited to road making,) that the demand will surely justify the investment of the money the second track will cost; for it must be a very great amount of travel that will not be accommodated by a single eight feet track, with a carefully cared for earth road to turn out upon alongside of it.

Experiments have been made to test the proper mode of laying the plank: "On the Chamblay road the planks are twelve feet long, but laid diagonally, so as to make the road but eight feet wide. The weight of half the vehicle and load coming suddenly upon one end of the plank, and the other end being kept down at the same time, traffic constantly tends to disrupt the road, and the planks are loose, and spring from end to end."

"At Quebec, part of the road has been planked, the plank being laid lengthwise it was considered that the planks would stand better the friction, and, when necessary, could be more easily taken up, and the road repaired. One strong objection to this mode of laying the plank is found to be, that the horses cannot keep their feet when much weighted, and are much exposed to falling in consequence. Under all those circumstances, most have approved the manner in which the planks are laid on the Toronto road."

[Patent Office Report, 1843, p. 129.]

In constructing plank roads, it is necessary to have the earth upon which the plank are to be laid, broken up and made fine, that they may touch the earth at every point. This is important, for if any space be left for air under the plank, or alongside the sills, dry rot follows. The sills should not be large; four inches square is sufficient. They should be perfectly bedded into the earth upon which they are laid, and care being taken that they should not rest firmly upon the rocks or other hard substances, that will not allow them to settle.

All the earth formations of this nature will settle some, and the sills must be permitted to go down when the rest of the structure settles, or a space for air would be left between the plank and the earth, and the sills would support the plank; whereas the plank should rest upon the earth at every point. Nothing is gained by wide or deep sills, and the whole support of the road is the earth that is covered by the plank, and the amount is in no wise increased by wide sills. The chief use of sills is to grade by, and to keep the road in form until the earth becomes settled.

There is, in the vicinity of Toronto, a short plank road that has no sills at all under it, and the grade is very nearly as exact as those roads where sills are used. The plank having been laid, the next thing is to grade a road some ten or twelve feet wide on one side, and two or three on the other, by taking earth from the ditches on each side, and bringing it by a ditch scraper just up and even with the upper side of the plank, so that if a wheel runs off the track it passes upon a smooth surface of earth. The ends of the planks should not be laid even, but a part should project from two to four inches by the general line, to prevent a rut being cut just along the ends of a plank. If the ends of the plank are even, and a small rut is made, the wheel of a loaded wagon will scrape along the ends for some distance before it will rise to the top of the plank, unless the wagon moves in a direction nearly across the road; but if the wagon cannot move two feet forward without coming square against the edge of a projecting plank, the difficulty of getting on the road is avoided. It is not necessary to pin or spike the plank to the sills.

Perfect drainage must be secured and to that end, the ditches must be deep and wide, and good sluices whenever the water crosses the road. This is the important point—DRAIN PERFECTLY.

The thickness of the plank must be decided by the amount of travel. It is sufficient to insure the wearing out, and not rutting out, of the timber, four inches is the thickness; if that thickness is not justified by the travel, then three inches should be used, but no less. The kind of timber is, too, a point that must be controlled by circumstances. Pine is used at Toronto; hemlock on the Salina road; in some of the Western States it is likely that oak might be procured at a reasonable price. The number of feet (board measure) of lumber required for sills plank three inches thick, for a single track eight feet wide, will measure 126,720 feet. The grading and laying a track will vary in cost, according to circumstances. When an old road is used, and hills are not to be cut down, or valleys filled up, it will not vary much from fifty cents a rod for one track. In those sections of the country where lumber is cheap, plank roads must go into very general use; and in some localities, it is the only road that can be made to endure the changes of climate with any reasonable outlay of money. Less power is required to draw loading over them, and they are superior in every respect to McAdam roads—while they last.

RAPID TRAVELLING.

A gentleman arrived in Hartford, Conn., a few days ago, who had travelled 962 miles in 51 hours, including stoppages.

From the New Orleans Picayune of April 13. THE UNION.

The tone of levity and indifference with which certain disunion papers are arcu-ming themselves to speak of the gravest matters of international arrangement; the unconcern they profess to feel in the conduct of negotiations between the United States and foreign Powers, of the deepest interest to many of the members of the Confederacy, might be pardoned to the excessive zeal of sudden conversion, or to the naïveté of inexperienced journalism. But in the old horn blowers of sedition it betokens neither resolution in themselves nor in their cause. When, for example, the Charleston Mercury prates of a correspondence between Mr. Webster and the British Secretary of Foreign Affairs, upon the subject of free negro sailors entering the ports of Southern States, as a matter in which South Carolina has only the concern of an indifferent spectator, it inspires little respect for its sincerity, and less for the organization of which it is the mouthpiece. We should be loth to believe that the people of South Carolina could regard, with such absolute want of interest, a controversy between this and any other country, were that State in reality severed from the Union. There are memories and associations which might keep alive something like a partiality for the remaining States if one should happen to swing from its orbit. But if they have already begun to regard us as foreigners, and to look upon monarchical Governments with equal favor as upon their own, they will have no reason to complain of the other States if they oppose a dissolution of the Union begun and set on foot there, with just the same determination and means they would employ in resisting an attempt upon the Confederacy from abroad.

But such language is mere bravado on the part of the disunionists. It finds no response in public sympathy, nor even an echo in the hearts of those who use it. It is much in the spirit of Mr. Acres' appeal to Sir Lucius O'Trigger. "We shan't run, Sir Lucius," quoth that redoubtable gentleman, by way of assuring himself that he was about to do something which he had no heart for. And just so do certain public organs speak of the dissolution of the Union with affected sang froid, or as a thing achieved, by way of avoiding the grim and ghastly spectacle which intervenes between the conception and its consummation. This Union, however denounced by abolitionists on one hand or sedition mongers on the other, is yet of that dignity which challenges the concern of those who seek its overthrow; and whosever assumes to consider it a trifle, neither conceals nor strengthens his nervous condition.

This habit of light remark respecting the Union, has grown out of an equally inconsiderate mode of speech, though perhaps more generally used. It is quite the custom of politicians to take it for granted that the first drop of blood shed in civil strife will be the knell of the Union. This supposition is based upon, or can only be supported by, the hypothesis that the Constitution is in such an enfeebled and exhausted state, that it cannot spare blood enough to reduce bad humors or allay unnatural or dangerous excitement. Public men, who have been wise in other respects, have countenanced this delusion; and cabals, profiting by what better men have uttered, without exactly appreciating the value of their words, press forward their machinations under an immunity fancied from the idea that they cannot be touched without the certain destruction of the Government. If this be true, the whole structure of the Republic is at the mercy of every paltry club of disunionists and treason plotters that may choose to array itself against the power and sovereignty of the Confederacy. And in this connexion Northern fanatics are quite as formidable to the safety of the State as Southern factiousness.

But whence comes the idea that the only fabric of free government on earth is to disappear with the smoke of the first gun fired in its defence? Or where is the warrant for supposing that the whole structure of American liberty is to fade into nothingness, peacefully and quietly and ignominiously? For this result is argued as a corollary from the supposition that the Union cannot be saved by visiting with the penalties of treason such as combine to lay it in ashes. The conspirator is taught to hold himself beyond the reach of punishment, because the means necessary to enforce his responsibility to law involve, according to these wise teachers, the annihilation of the sovereignty whose law is outraged. According to this school of ethics treason is alone a thriving vocation in the land; for what sanction have good and true citizens if the turbulent can bring confusion and dismay upon them because they cannot be quelled without quelling the Government with them. This species of argument may keep disorganizers in heart all they commit some overt act against the State. We apprehend that, from that moment, they will find as little comfort in their logic as they will security in a theoretical impunity.

But to resume the inquiry: whence do they derive the fancy, for it is merely such, that this Union is to dissolve like a mist? that it is to die out of nation? Is there any example in ancient or modern times of a powerful and prosperous people losing their nationality without a struggle? Has any independent State ever succumbed to foreign force or internal machinations without first strewing the land with death? There is no example of even bad Governments suffering themselves to be extinguished like a candle, or sporged from the family of nations like a bad sun from a schoolboy's slate. The most barbarous as the most civilized States have

only submitted to dismemberment after thorough exhaustion. The progress of time is dotted with the grave-stones of dead nations; but whenever a sovereignty has been laid in the dust, there the sword and the brand have been busied with the lives and the habitations of men. Even now the fires quenched in blood break forth again to attest the bitterness with which remnants of people hold on to their tottering nationalities.

The greatest example of natural decay and extinction which history furnishes, admonishes us of the scenes which the agonies of an expiring State evoke. The crumbling fabric of the Roman Empire, though worn out by civil wars and cancerous with corruption and debaucheries, involved the civilized world in five centuries of darkness. There was yet in that crouched and tyrannous organization the strength to deluge Christendom in blood, and blacken the area of civilization with fire. What may be expected of a nation expiring in the vigor of its youth? What the throes of a people brought into collision by excess of force? by discontents augmented, if not commenced, in the uneasiness of abundance? Even malcontents when not vesporing in their disloyal vocation, extol the United States as the only abode of liberty on earth, and the greatest and the most prosperous people known to the history of mankind. Yet they expect to believe that such a Union can be dismembered without a struggle, and such a people thrown back upon their defective and separate and colonial organizations without a murmur. They cannot and do not think so. The people who hold the only abode of freedom, and are prosperous and progressive beyond any precedent of ancient or modern times, are not going to cast from them a Constitution which covers them with its protection, or divide off into distinct and hostile tribes at the bidding of either Northern or Southern secessionists.

That which has secured liberty to mankind, and advanced three millions of oppressed and isolated colonists into a commanding, thriving, and happy nation, is worth the blood which our forefathers shed in achieving, and as much more as may be necessary to maintain it. It is idle to imagine that the great masses of the people will tamely submit to the dissolution of a Government which is their only safeguard against foreign aggression or domestic tyranny. They are no more prepared to be yoked to the car of Cuban patriots or higher-law publicists, North or South, than they are to regard with indifference, a diplomatic contest between England and the United States about a matter which affects the safety of a large number of States. Those who take sides with Great Britain upon this subject will do well to defer the disruption of the Union until England resolves herself into the heathenry out of which she was formed. The illustration is apt to their present sympathies; and even more opportune as affording them some data upon which they may form an idea of the scenes which will have to be passed before arriving at the goal of their disloyal ambition.

INCENDIARISM.

The following letter from a respectable source in Union (N. Y.) says: the Baltimore American, discloses facts of a very remarkable character. They were briefly stated in a telegraphic dispatch published some days since, and the details now given not only confirm them, but exhibit a degree of depravity in the gratuitous and wanton perpetration of crime which it is truly painful to contemplate. A career of enormity like this has its certain issue in a shameful death on the gallows:

URICA, (N. Y.) April 10, 1851.

Our city police have recently brought to light one of the most extraordinary gang of incendiaries that ever cursed a community. Over \$150,000 worth of property has been destroyed by some forty-three or four different fires during the past eight months, embracing stores, hotels, dwelling houses, shops, lumber yards, and churches—all of which now turn out to have been set on fire by some five or six young men attached to two engine companies. I should perhaps except two small fires. The proof against them is sufficient, and then conviction is certain, and it is more than probable that they will plead guilty. Some instances have been ascribed in the first degree, which is punishable by death. The most remarkable feature in the whole transaction is utter want of motive to prompt to such enormity. The very men who put the torch to the buildings, worked the hardest at the fire. The young man who helped me to get into the study and save the library of our pastor, at the fire of our church, was the identical person who went up to the steeple and set the edifice on fire. He is now in prison awaiting his trial for arson in the first degree. The only reason assigned by the guilty parties is that they wanted a little fun and frolic, and that they went on undetected until they acquired a sort of mania for such excitement, as the French do for suicide.

NEWSPAPERS OF THE WORLD.

There are 10 newspapers published in Austria, 14 in Africa, 24 in Spain, 26 in Portugal, 30 in Asia, 65 in Belgium, 85 in Denmark, 90 in Russia and Poland, 300 in Prussia, 320 in other German States, 500 in Great Britain and Ireland, and 1,800 in the U. States.

NEW CONUNDRUMS.

What occupation would you recommend to a very small man? *Grow air.* Grocer. Of what nation is the laughing Khan of Tartary? *A merry Khan.* American.

CURIOSITIES OF LEGISLATION.

From the Louisville Journal, April 7.

We understand that there has been a good deal of amusement and speculation at Frankfort for a week or two past on account of the provisions of the salary bill enacted by the late Legislature. It is said that the law actually provides that the Governor shall have yearly compensation of \$19,000; each of the Judges of the Court of Appeals \$6,000; each of the Circuit Court Judges \$5,600; the Register of the Land office \$5,000; the Secretary of State \$3,000 and other officers in about the same proportion.

The bill originated in the House, being reported by a select committee, the members of which prided themselves on being in favor of low salaries. We have not the law before us, but its phraseology runs substantially thus: The Governor shall have a salary of twenty-five hundred dollars, the judges of the court of appeals fifteen hundred dollars, judges of the circuit court fourteen hundred, register of the land office twelve hundred and fifty, &c., which sums shall be paid quarterly. It is not provided that the officers in question shall have salaries of the said amounts per annum; the provision is expressly that they shall receive the specified salaries, which sums shall be paid quarterly. The language is specific, and the best lawyers every where must say, that the law empowers each of the officers named to draw the sum specified every three months. And we understand that the able Second Auditor says that, if they think proper to draw this, he shall feel constrained by the plain letter of the law to pay the money.

Of course this is a very laughable, and at the same time a very serious blunder, and the first thought of some may be that the next Legislature can and will at once correct it. This, however, is impossible. The new constitution provides that no officer's salary shall be reduced during the period for which he is elected to office. So the Governor's salary must remain \$10,000 a year during his entire term, the salary of each judge of the court of appeals must remain \$6,000 a year for eight years, the salary of each circuit judge must remain \$5,600 a year for six years, &c.

A CURIOSITY WORTH SEEING.

The Alta California has the following description of an article recently manufactured at San Francisco, to be exhibited at the World's Fair:

One of the most perfect specimens of mechanical ingenuity we have ever seen was shown to us yesterday at the store of Messrs. Woodworth & Morris, and we doubt very much if in the whole catalogue of productions intended for the coming exhibition, at the World's Fair, in London, there will be anything so exquisitely beautiful. It is a snuff box made of solid gold, set with large pearls and covered with the richest enameling, containing a diminutive Canary bird about the size of a bee, which hops out from the lid of the box on touching a spring. After fluttering its wings and clearing its throat, the little creature favors you with a song, the notes of which are warbled forth so clearly and naturally that you can scarcely allow yourself to believe that you are not listening to a real living bird.

"SUBMISSIONISTS."

Dr. J. P. Evans, a leading Democrat of Claiborne county, Tennessee, in a letter declining to be a candidate for the Legislature, takes occasion to administer a most severe, but well merited, castigation on those persons who are continually making impotent kicks at the Union, and denouncing all those who won't kick with them as "submissionists." He says of these braggarts:

"In short, every man who does not render himself ridiculous by demagogic contortions, vehement gesticulations, or extravagant bravado, on various frivolous occasions, is condemned as a 'submissionist.'"

SOMETHING NEW.

Who ever supposed, says the Winchester Virginian, that the ordinary blue thistle with which our fields abound, could be made fit for table use? A friend of ours in town assures us that such is the fact, having tried them upon several occasions. He selects the most tender roots, and has them cut and cooked in the manner of salsify, to which he considers them superior in flavor. He was induced to make the experiment from noticing the avidity with which hogs and sheep eat the roots. He also considers them very wholesome.

It is not impossible for the blue thistle to be made a table vegetable. Every thing is adapted for use. Some years ago the tomato was considered unfit for culinary purposes, and now it is the finest summer vegetable we have. We have only to say that if the blue thistle be brought into general use, this Valley is amply prepared to furnish the world.

A PROLIFIC PEOPLE.

The census marshal of New Mexico cites, as an evidence that the people of that region are prolific, that Ojo Caliente Jose Antonio Prugilly has twenty-five children living—thirteen sons and twelve daughters—by one wife. Jose and his wife were living, in good health, at the venerable ages, respectively, of 90 and 86 years.

When does the carpenter put the wind in debt? When he makes the wind on. Why is an old man like one under direction? Because he is men aged.—Boston Transcript.

How shall a State Secede?

It is difficult to say, whether we have more reason to be alarmed or amused at the exhibitions of overwrought zeal and fanaticism. There is something in the excesses to which men are carried in seasons of great excitement, which, while they make the individual smile by their extravagance, is to make the judicious grieve by the proof they furnish of the folly and weakness of mankind.

The newspapers and orators of South Carolina are debating how they shall get out of the Union. Mr. Rhett advises that they cut their way out with fire and sword—that they give notice to the world that they are no longer in the Union, and defy the world to maintain the contrary. Mr. Butler, an old-fashioned man with grey hairs, a countenance full of good humor and benevolence and heart full of courage, is in a more moderate and sober state of doubt, as to the mode of exitation. He says he is not so much afraid that South Carolina cannot get out of the Union, as he is that, after she is out, nobody will oppose her. If the U. States Government, says he, chooses to take no notice of us and of our withdrawal, we shall fall to work quarrelling among ourselves, and there will soon be a perplexing uncertainty as to whether we are in the Union or out of it. The Convention, the People, the Legislature, resolve and resolve that South Carolina has been and is oppressed and down-trodden, and that her sufferings are intolerable, and that she is no longer one of the U. States—that she is an independent entity—a nation—a republic of herself—and that she challenges and defies the United States to make her stay any where except where she, in her sovereign pleasure or displeasure, chooses to stay. But the United States answereth nothing. Nobody knocks off the ship. No neighboring cock retorts the defiant crew. This, says Senator Butler, will never do. Unless we have somebody to oppose us, when we get our armor on, we shall have nobody to whip, and the fear is we shall turn curians upon ourselves. If we are allowed to secede quietly, nobody doing anything to hold us back, the whole affair will have an air of judicious solemnity, and our mighty preparations will seem at last, only like

"Some prodigious water engine, made to play on heaven if fire should heaven invade." Senator Butler, therefore, invokes the opposition of the general government. His voice is not exactly for war, but unless there be war, he thinks there cannot be a respectable and decent secession—and he is for secession.

These are delusions. If South Carolina secedes, she will want to annul the laws which authorize the collection of duties in her ports. She will depose the Collector, and Naval Officer, and the Surveyor. She will either be free trade, or, as she will want revenue, she will insist upon putting the duties in her own sovereign pocket. The United States has a Circuit Court and District Court within her borders. The Marshall obeys the process of these tribunals, and arrests a free citizen of the sovereign nation of South Carolina. She will tell him his authority is gone. He is nobody—and his Court is nobody—and the U. States is nobody—and he must let his prisoner go. The Postmasters all over the State will charge postage and open mails and assort letters and papers as usual, but the Republic of South Carolina will tell them there is no longer any post office or Postmaster General. She has abrogated all these old-fashioned inconveniences, and for the future, they must forewear their ancient allegiance and take the oath to obey the Palmetto Sovereign alone.

Is it not amazing that a Senator in Congress should give utterance to so vain an imagination, as that usurpations such as these will be tolerated and acquiesced in? That all the prerogatives of the federal government will be submissively yielded up, whenever a State Convention shall declare that the Union so far as one State is concerned, is at an end? No, indeed. The secession that satisfies itself with vaporing and bombast and resolutions, may be harmless enough, and is to be treated like irregular manifestations of delusion and folly—with silence and neglect. But the instant South Carolina, or any other State, lays its sacrilegious hand upon one of those powers which the Convention of 1787 conferred upon a federal government, we trust she will be made to feel that there is energy enough in that government to maintain, by force, its necessary and indispensable prerogatives. God forbid that the day shall ever come when the rashness and folly of any State shall call for the reluctant exercise of this ultimate resort of a forbearing and parental government.

Far, far distant be the day when the questions which Judge Butler has so rashly broached shall be brought to a practical solution. But, if South Carolina seriously seeks to usurp the admitted prerogatives of the general government—if she denies to the federal officers the right to exercise their several functions—if in fact, she tempts to resume any of those powers which she and other States conceded to the general government—then, indeed is the evil day come when the American Union must assert and manifest its own inherent capacity to maintain itself as a nation, or suffer a mournful, melancholy, disgraceful final eclipse.

We know that it is contended that the Union will be no longer worth preserving, when force is needed to preserve it. But this argument puts it in the power of any rebellious and contumacious member to overthrow and destroy it. It makes it the sport of every momentary excitement—every passing discontent—every fanaticism of the day or of